

Appl. No. 10/692,593
Amdt. dated May 22, 2006
Reply to Office action of February 28, 2006

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) An anti-theft apparatus for use with an automobile having an ignition system, said apparatus comprising:
a module, wherein the module receives power from an electrical power source connected with an automobile's ignition system, wherein the ignition system comprises a coil and a distributor cap, ~~and~~ wherein the coil is electrically coupled to the distributor cap via a switch internal to the module, and wherein the module further comprises a microprocessor, wherein the microprocessor is configured to pulse the switch on and off,
and
a controller, wherein the controller is configured to initiate actuation of the switch.
2. (original) The apparatus as recited in claim 1, wherein the module further comprises a receiver, wherein the receiver is configured to receive an electronic signal.
3. (original) The apparatus as recited in claim 2, wherein the controller comprises a transmitter, wherein the controller is configured to transmit an electronic signal to the receiver.

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4. (canceled)
5. (original) The apparatus as recited in claim 3, wherein the controller comprises a portable remote.
6. (original) The apparatus as recited in claim 5, wherein the portable remote is incorporated into a shoe heel.
7. (currently amended) An anti-theft apparatus for use with an automobile having an electronic ignition system, said apparatus comprising:
a module, wherein the module is adapted to be installed to an automobile, wherein the automobile comprises an engine control unit and an ignition system, wherein the module receives power from an electrical power source connected to the automobile's ignition system, wherein the ignition system comprises spark plugs, wherein the engine control unit controls the generation of sparks which fire the spark plugs, ~~and~~ wherein the module is configured to provide input to the engine control unit, and wherein the module further comprises a microprocessor, wherein the microprocessor is configured to pulse the switch on and off; and
a controller, wherein the controller is configured to provide an electronic signal to the module, wherein the module relays the electronic signal to the engine control unit, and wherein the electronic signal instructs the engine control unit to disrupt generation of sparks which fire the spark plugs.
8. (original) The apparatus as recited in claim 7, wherein the module further comprises a receiver, and wherein the controller further comprises a transmitter.

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9. (original) The apparatus as recited in claim 7, wherein the apparatus further comprises a trunk-mounted switch, wherein the trunk-mounted switch is configured to provide an electronic panic-signal to the module.
10. (original) The apparatus as recited in claim 7, wherein the module is configured to receive satellite-generated signals.
11. (original) The apparatus as recited in claim 10, wherein the module further comprises a Global Positioning System.
12. (original) The apparatus as recited in claim 11, wherein the Global Positioning System corresponds to a unique vehicle identification number (VIN) number.
13. (original) The apparatus as recited in claim 7, wherein the module relays the electronic signal to the engine control unit, and wherein the electronic signal instructs the engine control unit to cease generation of sparks which fire at least one of the spark plugs.
14. (currently amended) A method of preventing automobile theft, said method comprising:

incorporating a module into an automobile's ignition system, wherein the module is configured to disrupt firing of the automobile's pistons, wherein the module further comprises a microprocessor, wherein the microprocessor is configured to pulse the switch on and off; and

coupling the module with a controller, wherein the controller is configured to provide input to the module, and wherein the controller provides input to the module when the automobile is stolen.

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15. (original) The method as recited in claim 14, wherein the module is configured to disrupt firing of the automobile's pistons by disconnecting the automobile's coil from the automobile's distributor cap.
16. (original) The method as recited in claim 14, wherein the module is configured to disrupt firing of the automobile's pistons by providing an instruction set to the automobile's engine control unit, wherein the automobile's engine control unit disrupts generation of sparks which fire the automobile's spark plugs upon the execution of the instruction set.
17. (original) The method as recited in claim 14, wherein the automobile's engine is a diesel engine, and wherein the module is configured to disrupt firing of the automobile's pistons by providing an instruction set to the automobile's engine control unit, wherein the automobile's engine control unit reduces the fluid provided to the injectors upon the execution of the instruction set.
18. (original) The method as recited in claim 14, wherein incorporating a module further comprises incorporating a receiver.
19. (original) The method as recited in claim 18, wherein coupling the module to the controller further comprises incorporating a transmitter into the controller.
20. (original) The method as recited in claim 19, further comprising correlating the automobile's unique vehicle identification number with the automobile's module, wherein incorporating a module further comprises incorporating a global positioning system (GPS), and wherein coupling the module to the controller further comprises providing input to the module via a satellite.